

LYNCHBURG REGIONAL AIRPORT COMMISSION
Monday, November 22, 2010
4:00 p.m.

AGENDA FOR THE COMMISSION

1. Call to Order

CONSENT AGENDA

2. August 23, 2010 Commission Meeting Minutes
October 25, 2010 Special Commission Meeting Minutes
November 12, 2010 Special Commission Meeting with Air Service Development Partnership
3. Lynchburg Regional Airport November 2010 Air Service Update
4. October 2010 Passenger Traffic Report

Consent Agenda Recommended Action: Receive and File

REGULAR AGENDA

5. Report of the Airport Director
 - A. An update regarding the recent announcement by Delta Air Lines that it would discontinue service to LYH and the status of current efforts to: 1.) Convince Delta to reconsider; 2.) Undertake a letter-writing campaign to the Delta CEO; 3.) Obtain a replacement carrier to Washington Dulles; and 4.) Involve our congressional delegation and state elected officials on our behalf.
 - B. A report with regards to final FAA approval of the airport's Master Plan Update.
 - C. An update on current AIP funded capital projects including new escalators and HVAC system in the airline passenger terminal, and upgraded airport security access system.
 - D. A report with regards to a letter from U.S. Representative John Mica offering assistance to airports in converting to private airline passenger security screening firms.
6. Air Show(s) Update
 - A. An update by Air Show Committee Chairman Jones Stanley regarding planning for an April 2011 air show, and status of the creation of a legal entity that will organize both air shows.
7. Miscellaneous business
 - A. Inquiries and/or comments by Commission Members
8. Reports of airport businesses
9. Hearings of citizens upon Commission matters
10. Adjournment

**MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION MEETING**

August 23, 2010

4:00 p.m.

PRESENT:

Don Banker
Janice Crawford
Stewart Hobbs
Bert Dodson

ABSENT:

Jones Stanley
David Laurrell
David Young
Kimball Payne

STAFF PRESENT:

Mark Courtney, Airport Director
Rick Stein, Deputy Airport Director
Wes Campbell, Airport Finance Director

(1) CALL TO ORDER:

Mr. Don Banker, Chairman, called the meeting to order at 4:00 p.m.

(2) APPROVAL OF AUGUST 23 2010 CONSENT AGENDA

Mr. Banker confirmed that everyone had received the items from the consent agenda; the June 14, 2010 Commission Meeting Minutes, the August 2010 Air Service Update and the July 2010 Passenger Traffic Report and asked if there were any questions or comments regarding the consent agenda items.

Mr. Courtney reported that our numbers for the month of July were slightly down partly because US Airways had been able to make fewer of the lower fares available and sell more of the higher business fares resulting in an increase in their revenue, much to US Airways' pleasure. He remarked that our fall advertising campaign had been kicked off and that it was the airport's biggest campaign to date. The blitz includes billboards and radio integrated with some print, television and internet advertising.

There being no questions or comments, Mr. Banker asked for a motion to receive and file. It was noted that a quorum was not present so therefore a vote was not possible. The members present agreed to recommend the consent agenda be received and filed.

(3) REPORT OF THE AIRPORT DIRECTOR

A. A report regarding the status of the airport's FY 2010 Airport Improvement Program (AIP) grant and the various projects associated with this year's award.

Mr. Courtney gave a report of the status of the capital funding or projects utilizing the second half of the AIP, the funding for Fiscal Year 10 (FY 10). There followed a general discussion.

B. A report with regards to pending expiration of the airport's 2006 Small Community Air Service Development Program (SCASDP) grant and current efforts to obtain another one-year extension.

Mr. Courtney said he did not have a lot to report on the Small Community Air Service Development Program current grant. He filed a formal request to DOT for an extension. US Airways indicated that they would provide us with a letter, which had not yet been received. Mr. Courtney indicated that US Airways would not be able to put enough of a commitment in their letter to satisfy the DOT. There ensued additional discussion.

C. A report concerning the recent issuance by the FAA of a Finding of No Significant Impact (FONSI) as related to the North General Aviation (GA) Development project at LYH, and an update by Liberty School of Aeronautics Dean Dave Young on future plans for the site.

Mr. Courtney reported that we finally received the environmental Finding of No Significant Impact, (FONSI) from the FAA for the North GA Development site. This finding is good for three (3) years, so if any further development is to occur, it needs to happen within the next three years. He stated that the Liberty University School of Aeronautics is operating out of Falwell Aviation since they acquired Falwell and they have done some expansion over there. Mr. Courtney remarked that he intended to segue to an update by Liberty School of Aeronautics Dean Dave Young as to future plans for the site; however, Mr. Young was not present.

D. A report with regards to the status of FAA review of the airport's Master Plan Update.

Mr. Courtney stated that the final draft of the Master Plan Update was thoroughly reviewed and had been submitted to the FAA a while ago. He said we are in the final stages of having the FAA give a formal approval of our revised Airport Layout.

He brought up an item that had arisen lately. He said that based on the guidelines in the FAA's AIP Handbook, maintaining a cross-wind runway is not justifiable. Additionally, the wind coverage for the main runway is sufficient and a cross-wind runway is not needed from a technical aspect. He explained options available to us concerning Runway 17-35. He then introduced Mr. Terry Page and Mr. Jeff Breeden of the FAA here and invited them to address the group on this issue.

(4) A briefing by FAA officials from the Washington Airports District Office (WADO) concerning the future AIP funding eligibility for Runway 17-35 at LYH as part of the FAA's review of the Airport's Capital Improvement Plan (ACIP) as identified in the Master Plan Update.

Mr. Terry Page explained that the FAA applies a set of standards to requests for funding, and that they do not have enough funds to cover everything that is desired. He stated that there must be operations of sufficient volume to justify construction or rehabilitation of additional parallel or cross-wind runways. He surmised that our runway was necessary some time ago when commercial aircraft were more sensitive to wind coverage. He said that the normal standard for determining when to construct an additional runway is defining when you reach the point at which your airport is about to get congested. This number is called an airport service volume (ASV). When an airport approaches 60% of their maximum ASV, planning should be underway to construct a runway. When the airport approaches 80% of that ASV, construction should be underway. He said that the FAA had indicated to Mr. Courtney that sometime in the future, if the growth continues, The FAA would re-evaluate the subject and determine if funding the rehabilitation of the runway is justified. Jeff Breeden presented information on FAA funding documents that he brought with him. A general discussion ensued.

(5) Air Shows Update

A. A briefing by Air Show Committee Chairman Jones Stanley regarding the proposed 2012 air show at Lynchburg Regional Airport

Mr. Jones Stanley was not present to give his briefing regarding the proposed 2012 air show.

B. A briefing by Air Show Committee member Dave Young regarding an initial, smaller scale air show proposed for 2011

Mr. Dave Young was not present to give a briefing regarding a smaller scale air show proposed for 2011.

Mr. Courtney said he had spoken with Mr. Stanley who reported that he and Mr. Barksdale had submitted to the Department of Defense our application for the Blue Angels to perform. The deadline for the 2012 year was August 1, 2010. The decisions regarding the applications will be announced December 6, 2010 at the ICAS Convention. Mr. Stanley indicated that the committee is still investigating the feasibility of holding a prop show in 2011.

(6) Proposed Sale of Virginia Aviation

A. Virginia Aviation President Steve Cuppy will report on plans to sell the FBO and answer questions from Commission members related to the sale process.

Mr. Steve Cuppy gave a report regarding the plans to sell Virginia Aviation. He said Virginia Aviation had retained the services of a company called Peak Investments from Roanoke to help them through the sale process. They are putting together a Confidential Business Analysis which will be available to interested parties on or about September 1, 2010. Prospective buyers will make their intentions known to Peak Investments. Virginia Aviation will evaluate the offers and select one for due diligence negotiations and hopefully have the acquisition targeted by the end of the year. There followed a brief question and answer period as well as a general discussion.

Mr. Cuppy said that he anticipated the transaction as being a stock sale. Mr. Courtney explained that as a stock sale, the name and the structure of the corporation does not essentially change and so will not require City Council approval. He further explained that the company could be restructured and sold and renamed at some time in the future and that would require City Council approval but such approval would be for a transfer - an assignment to another party - and that would not necessarily be denied unless there was a good reason for it. Additional discussion ensued.

(7) MISCELLANEOUS BUSINESS

A. Inquiries and/or comments by Commission Members

Mr. Banker asked if there were any other inquiries and/or comments by Commission Members.

Mr. Bert Dodson asked for an official budget and requested an update on the status of becoming an airport authority. Mr. Banker told Mr. Dodson that these topics would be covered during the new commission member orientation, which he needed to schedule with Mr. Courtney. Mr. Dodson agreed to schedule a date for the orientation with Mr. Courtney immediately following the adjournment of the commission meeting.

Mr. Courtney presented a document regarding meeting attendance to all Commission Members. There followed a brief discussion.

Mr. Courtney said he also had three resolutions for our former Commission Members. He said he would mail Mr. Darren Gale's to him, and that he would see if Mr. Billy Giles and Mr. Dave Young would like to attend the next commission meeting to received theirs. If not, they would be sent to them.

(8) **REPORTS OF AIRPORT BUSINESSES**

Mr. Banker asked if there were any reports of airport business.

Mr. John Barksdale voiced some concerns about the air show. He said there is a good possibility that the Blue Angels could perform here in 2012. He suggested we host a prop show in 2011 as a sort of dress rehearsal to identify potential issues. He related the recent example of the two-day air show in New England where the Thunderbirds performed. 225,000 people showed up, 25,000 more than the anticipated crowd of 200,000, resulting in significant highway problems, including four hours of gridlock. Although it was a great air show, it turned out to be a public relations fiasco and disaster.

Mr. Barksdale shared his concern that time is running out if a prop show is to be hosted in 2011. He pointed out that there would be a lot of work to do with the FAA to coordinate it properly, as well as work to do on the logistics in approximately 21 areas, including parking. He stated that booking the performers would be easy.

Mr. Barksdale asked to Commission to make the decision to proceed with the air show, or not to proceed, and stressed the urgency of the timetable if the decision was to proceed. He offered to answer any questions.

Mr. Banker replied that it would not be the Airport Commission's decision to hold or not hold an air show. He said that if the community as a whole wants the air show, then it is up to them to bring all the pieces of the plan, including the financing, to Mr. Courtney, the Airport Director. Mr. Courtney would then present the plan to the Commission. Mr. Banker said that he believed that the Commission supported an air show; however, it is the community's responsibility to bring forth a plan, along with the plans to finance it. Mr. Banker pointed out that that the airport operates on a deficit budget annually and cannot provide financing for an air show. Mr. Banker said that as a business owner he would be more than happy to donate to the air show, but this is not something the Commission would do.

Mr. Stuart Hobbs pointed out that for past air shows, a legal entity such as an LLC was formed, which did the entire fund raising ahead of time. He indicated that this is what Mr. Dave Young and Mr. Jones Stanley are working on and that Mr. Courtney had his own share of work to do to get approval for air space usage.

Mr. Barksdale replied that Mr. Young and Mr. Stanley are so busy, that they are actually not working on this, which was his concern.

Mr. Hobbs emphasized that although Commission members are willing to work to support the air show, it must be a separate entity that runs the air show, and that entity is not the Commission.

Mr. Courtney further explained that the airport would contract with that entity for them to use the airport. He said that Mr. Terry Page would confirm that the airport has to be compensated fair market value for the use of the facility.

Mr. Barksdale said that April 16, 2011 is the date that was being proposed for the 2011 air show, and to make this date he needed help. Mr. Hobbs suggested a special commission meeting be held to discuss the air show and the timelines. Mr. Courtney agreed to coordinate this meeting.

Mr. Banker emphasized that the Commission needs to have the whole plan sent to them in order to recommend it to City Council.

There followed a brief discussion.

(9) **HEARINGS OF CITIZENS UPON COMMISSION MATTERS**

Mr. Banker asked if there were any questions or comments from the citizens present.

Mr. Charles Nowlin had some questions regarding wind conditions. He said he found it almost hard to believe the statistics that were quoted and he said that he felt it deserved further study.

Mr. Terry Page and Mr. Jeff Breeden responded to his questions.

Mr. Hobbs pointed out that the pilot has to know that he can also ask for the alternate runway. There followed a general discussion.

(10) **ADJOURNMENT**

There being no further business, the meeting was adjourned.

**MINUTES OF
THE
LYNCHBURG REGIONAL AIRPORT COMMISSION
SPECIAL MEETING
October 25, 2010
4:00 p.m.**

PRESENT:

Janice Crawford
Stewart Hobbs
Bert Dodson
Jones Stanley
David Laurell
Don Brown
Kimball Payne

ABSENT:

Don Banker
Charles Nowlin

STAFF PRESENT:

Mark Courtney, Airport Director
Rick Stein, Deputy Airport Director
Wes Campbell, Airport Finance Director

(1) CALL TO ORDER:

Mr. Mark Courtney called the meeting to order at 4:00 p.m.

- (2) The Air Show Exploratory Committee gave a briefing on the proposed scheduling and current status of possible air show(s) at Lynchburg Regional Airport, followed by a discussion with Commission members to review the committee's organizational plans and air show logistical details.

Mr. Courtney reminded those present that this special meeting was limited to this one agenda item and turned the meeting over to the Exploratory Committee Chairman.

Mr. Jones Stanley, Chairman of the Exploratory Committee, gave an update regarding the possibility of bringing the Blue Angels to Lynchburg for an air show in 2012. He reported that the committee filled out the applications and submitted them before the August 1 deadline. Mr. Stanley said that the decision regarding the Blue Angel's selected performance venues for 2012 will be announced December 6, 2010 at the ICAS Convention in Las Vegas. After talking with the Blue Angels, their office and several other interested parties, Mr. Stanley believes Lynchburg may have a good chance of getting them.

Mr. Stanley said that a prop air show at Lynchburg has been set up for April 16, 2011 and enumerated the issues that needed to be resolved in this meeting, specifically, 1) identifying the

people that will run the show, 2) identifying the funding for the show, and 3) identifying the committees, their functions and the members. He said he felt that demonstrating our ability to hold a successful prop show would positively influence our bid for the Blue Angels.

Mr. Courtney reported on his conversation with Mr. Len Nelson, the Airport Manager at Idaho Falls, which is the airport that held the Extreme Blue Thunder Air Show this past summer. Mr. Courtney said that the Idaho Falls airport is a little bit larger than Lynchburg in terms of airline service and that Idaho Falls has slightly greater capabilities in terms of land area, parking availability, and flexibility as far as moving their show and show line box. According to the internet, the population of the Idaho Falls metropolitan statistical area is approximately 126,000. The official MSA for Lynchburg is actually 240,000, with Lynchburg having a much larger potential pull. He said Idaho Falls had paid attendance of over 20,000 each day of the two-day air show, and emphasized that they also had a good 20,000 each day that did not pay by parking within close proximity to the airport and watching for free. Mr. Courtney pointed out that is always an issue with air shows and does become a factor when it comes to trying to manage parking.

Mr. Stewart Hobbs asked if the admission was the cost of parking or attending the air show. Mr. Courtney responded that although parking was free, admission was a little pricey with \$20 at the door, \$15 advance purchase for adults and \$10 for children. Even at those prices, the air show pulled in 20,000 paid attendees each day. Mr. Courtney said Mr. Nelson mentioned that the Blue Angels were at Idaho Falls for four days as their traditional practice day is on Friday where they run through their entire show, providing the best advertising possible for the show.

Mr. Courtney stated that Idaho Falls had a budget of \$330,000 for the air show and they actually made \$280,000 profit, of which \$30,000 was reserved as seed money for the next air show. He went on to further discuss the issue.

Mr. Courtney explained that Idaho Falls' main sponsor was a bank whose legal counsel took the lead on establishing the LLC and 501(c)(3). The committee was formed afterward and served as the organizing entity that did all the fund raising, sponsorship recruitment, signed all the contracts, and obtained the insurance, all efforts of which were accomplished as a legal entity. Mr. Courtney pointed out that this would be the separate entity that Mr. Hobbs made reference to at the last commission meeting, and added that Mr. Nelson stressed this as the most effective way to organize an air show.

Mr. Hobbs asked Mr. Barksdale if he had done the research yet on the Lynchburg LLC that was formed for the 1982 air show. Mr. Barksdale responded that he had not.

Mr. Courtney indicated that the airport's scrapbook from the 1982 air show refers to the Kaleidoscope organization as being the legal entity that actually embraced the Air Show Committee and that they acted under that umbrella. There followed a general discussion.

Mr. Courtney said the articles about the Idaho Falls air show mentioned the problem of traffic gridlock which occurred following the end of air show. Having to clear the 20,000 non-paying parked spectators from around the airport to alleviate traffic flow contributed to the gridlock. Mr. Hobbs remembered this as being an issue after Lynchburg's 1982 air show.

Discussions were held regarding the necessity of having to close Rt 29 or Rt 460. Mr. Stanley said police would only be required to post "no parking" signs along the highways for a specified distance, and that the roads would not have to be closed.

Discussions were held regarding what sort of advantage holding a prop air show in 2011 would give us in winning our bid for the Blue Angels. Mr. Barksdale pointed out that the selection committee would want to know if we are going to have the 2011 show before their announcement in December as it is one of the evaluation criteria. There followed a general discussion.

Discussions followed regarding the organization structure, the timeline for forming an LLC 501(c)(3), the recruitment and organization of unpaid volunteers, hiring of paid talent, and budgetary concerns.

Mr. Young gave an overview of the budget. He estimated the 2011 Lynchburg prop air show would pull in a total income of \$162,500 after ticket sales, sponsorships, and vendor sales income, and deducting estimated expenses of approximately \$63,000 would result in a net of almost \$100,000. He projected ticket sales at 10,000 at \$10 with the break-even point being at 4,000 tickets sold. A general discussion ensued.

Mr. Stanley went over a handout regarding the 2011 Prop Show and the 2012 Air Show. There ensued an in-depth discussion.

Mr. David Laurell said Campbell County was willing to participate in terms of law enforcement and whatever they could provide from a staffing perspective, but they did not have any money to put on the table.

Mr. Courtney asked if Mr. Laurell meant they would be providing law enforcement for free. Mr. Laurell said no, that we would have to pay the deputies' overtime. Mr. Courtney said that Idaho Falls was able to utilize the Army National Guard and saved a considerable amount of money because all they had to do was feed them.

Mr. Barksdale said they had budgeted to pay ten officers and that the Virginia Defense League had indicated that they would assist. Mr. Barksdale said he had also spoken to Rustburg's Sheriff Gady who said he would be glad to help anyway he could. There followed additional discussion.

Mr. Kim Payne asked Mr. Barksdale if he had talked to the Chamber of Commerce or the Lynchburg Convention and Visitors Bureau.

Mr. Barksdale responded that he had spoken with the Chamber of Commerce and they had no conflicting events.

Mr. Courtney said that Ms. Becky Nix with the Convention and Visitors Bureau indicated that she would volunteer to be part of the committee to help out with planning and promoting.

To move forward, Mr. Stanley stated that someone needed to be dedicated to work on the air show every day making contacts. He said he could not do it and Mr. Young could not do it. He stated that there needed to be someone in a paid position to do this job and report to the committee, and others need to be identified to handle logistics, sponsorships, etc.

Mr. Laurell asked if Mr. Barksdale had done this before, and asked him if he would be interested in doing it if we move forward with this.

Mr. Barksdale said he would embrace larger responsibilities as the Air Show Director. Mr. Laurell asked if sponsors had been asked if they were willing to front the money for someone to be the Air Show Director or whatever the position was called.

Mr. Young said that \$25,000 for the Air Show Director had been set aside to be paid over a period of time, not up front. He said that the verbal commitments they had right now, if they came to fruition, would not be just for the Air Show Director, at which point Mr. Laurell asked if the sponsors would be willing to contribute those funds towards the debt.

Mr. Kim Payne suggested that the LLC board of directors needs to be people who have some community influence and stature and are willing to put their reputations on the line. They must understand that are signing up for two air shows and for the duration of the next two and a half or three years. Mr. Payne said that he believed it was up to the LLC Board of Directors to decide who they hire to manage this process.

There followed a general discussion.

Mr. Courtney pointed out that Idaho Falls had the LLC 501(c)(3) and a separate Board of Directors, and that the Airport Director was one of the board members and served as the coordinator for the use of the airport facilities. It was agreed that Mr. Courtney needed to be on the Board of Directors to fill that position. There was additional discussion on this subject.

Mr. David Laurell made a motion that the Airport Commission endorse both the 2011 Prop Show and the 2012 Blue Angels Show. Ms Janice Crawford seconded the motion. A vote was taken and unanimously accepted by all.

There followed additional discussion.

(3) **ADJOURNMENT**

There being no further business, the meeting was adjourned.

**Lynchburg Regional Airport Commission Meeting of the
Air Service Development Partnership Minutes
November 12, 2010**

Chamber President and CEO Rex Hammond welcomed attendees and gave an overview of the efforts of the Lynchburg Chamber Air Service Development to develop air service in Lynchburg over the past several years.

Mr. Courtney's presentation provided an overview of recent air service history and why Delta intends to withdraw service from Lynchburg effective January 4, 2011.

In June 2008, Lynchburg was known for having the 4th highest average fare in the continental United States and the highest in Virginia for airports with 50,000 or more passengers. When US Airways lowered their air fares to retain passengers in this market, Delta was forced to lower theirs to compete. Delta's CRJs are more expensive to operate, and despite having the highest passenger levels in recent history, Delta's operations are not profitable in Lynchburg. He further stated that US Airways' operations in Lynchburg are profitable, and that US Airways has stated emphatically that they do not intend to raise fares.

Mr. Boyd presented a general overview of the airline industry and the changes that are taking place. He stressed that airlines are placing emphasis on global tactics. The industry is contracting and the cost of providing flights has increased dramatically over the past 30 years. Volume of passengers is not the major consideration; rather, it's whether revenues can cover the costs.

Mr. Boyd stated that the problem we have to solve is not Region 2000's ability to fly people out; it is our ability to fly people in to Lynchburg, especially international passengers. Mr. Boyd stated that the US Airways' hub of Charlotte is expanding, particularly its international service, and that US Airways is a Star Alliance member, as is United Airlines. Our most realistic target is Washington Dulles with United, who is merging with Continental. They have strong international connectivity and could immediately replace our service to non-stop international markets. If Dulles doesn't go through, attracting a PHL route through US Airways is a possibility.

Mr. Boyd projected that Lynchburg's passenger traffic will drop from its current level of 175,000 to approximately 120,700 in 2011 following Delta's departure, with moderate growth of 2% a year expected in future years, if no additional carrier is added.

Ms. Janice Crawford, chairman of the Air Service Development Partnership, briefed the group on her conversations with Delta corporate global sales department who has had success in the past assisting communities by putting together a business plan and taking it to the network planning. They could be an advocate for us if we can prove our market can increase revenues for Delta. A possibility to consider in developing a plan is to perhaps identify a hub other than Atlanta that may be viable – e. g. MSP or DTW. Nothing is off the table and they are all ears.

Mr. Courtney commented that we have provided Pinnacle and Colgan with a new market forecast and we are in the process of scheduling a meeting with them in early December. This is our best prospect since they fly to IAD for United.

Mr. Courtney and Mr. Hammond explained that they have been working to mobilize local, state and federally elected officials to provide assistance by writing and calling Delta on our behalf.

The members of the Partnership vocalized that the bottom line is that we are requesting an opportunity to demonstrate increased revenue and profitability for Delta. This could include greater attention to mix of passengers in LYH, pricing aggressively in markets where we have a distinct advantage, and reallocating lower fare class seats. Boyd commented that airlines don't like vigilantes and we need to go through proper channels, meaning the Airport Director, with a streamlined, professional approach.

Ms. Crawford opened the meeting up for comments and questions. Several questions were raised and discussed, after which the meeting was adjourned.

Lynchburg Regional Airport Commission

Effective November 2010

AIR SERVICE UPDATE

Summary The number of daily departure seats is 350 and the daily departure frequency is 7.

Carrier Profile	<u>Airline</u>	<u>Destination</u>	<u>Departures</u>	<u>Seats</u>	<u>Equipment</u>
	Delta Connection	Atlanta	2	100	CRJ
	US Airways	Charlotte	<u>5</u>	<u>250</u>	DH3
AIRPORT TOTAL:			7	350	

Delta Connection Currently operating 2 flights every day of the week. Announced discontinuation of air service to Lynchburg effective January 4, 2010.

US Airways Announced the addition of a sixth daily flight effective January 4, 2010.

Destinations Served	<u>Non-Stop</u>	<u>Departures</u>	<u>Total</u>
Atlanta		2	2
Charlotte		<u>5</u>	<u>5</u>
		8	7

Aircraft Types	<u>Aircraft</u>	<u>No. of Departures/Day</u>
	DH8 Dash 8	0
	DH3 Dash 8-300	5
	CRJ Bombardier CRJ200	2

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR OCTOBER 2010

AIR TRAFFIC REPORT	MONTH			YR TO DATE TOTALS			PERCENTAGE CHANGES		
	Oct-10	Sep-10	Oct-09	2010	2009		Oct-10 Sep-10	Oct-10 Oct-09	10 YTD 09 YTD
ENPLANED PASSENGERS	9,244	8,108	7,986	78,581	72,374		14.0%	15.8%	8.6%
DEPLANED PASSENGERS	9,079	7,861	7,889	77,840	71,243		15.5%	15.1%	9.3%
TOTAL PASSENGERS	18,323	15,969	15,875	156,421	143,617		14.7%	15.4%	8.9%
AIRCRAFT OPERATIONS (Landings and Takeoffs)									
Air Carrier	574	512	528	4,925	4,667		12.1%	8.7%	5.5%
General Aviation	7,802	6,727	6,322	63,678	61,709		16.0%	23.4%	3.2%
Military	200	192	152	1,520	1,537		4.2%	31.6%	-1.1%
Total	8,576	7,431	7,002	70,123	67,913		15.4%	22.5%	3.3%

AIR TRAFFIC REPORT	MONTH			YEAR TO DATE TOTALS			CHANGES		
	Oct-10	Sep-10	Oct-09	2010	2009		Oct-10 Sep-10	Oct-10 Oct-09	10 YTD 09 YTD
NUMBER OF DAILY SCHEDULED FLIGHTS									
US Airways Express - Piedmont	5	5	4				0.0%	25.0%	
US Airways Express - PSA	0	0	0						
ACA - United Express	0	0	0						
ASA - Delta Connection	3	3	3				0.0%	0.0%	
Allegheny	0	0	0						
Shuttle America	0	0	0						
Air Midwest	0	0	0						
Total	8	8	7				0.0%	14.3%	
NUMBER OF ACTUAL FLIGHTS									
US Airways Express - Piedmont	149	141	147	1,312	1,375		5.7%	1.4%	-4.6%
US Airways Express - PSA	0	0	0	-	-				
ACA - United Express	0	0	0	-	-				
ASA - Delta Connection	78	77	79	804	724		1.3%	-1.3%	11.0%
Allegheny	0	0	0	-	-				
Shuttle America	0	0	0	-	-				
Air Midwest	0	0	0	-	-				
Total	227	218	226	2,116	2,099		4.1%	0.4%	0.8%
NUMBER OF CANCELLED FLIGHTS									
US Airways Express - Piedmont	1	3	1	37	30		-2	0	7
US Airways Express - PSA	0	0	0	-	-		0	0	0
ACA - United Express	0	0	0	-	-		0	0	0
ASA - Delta Connection	1	-	1	19	13		1	0	6
Allegheny	0	0	0	-	-		0	0	0
Shuttle America	0	0	0	-	-		0	0	0
Air Midwest	0	0	0	-	-		0	0	0
Total	2	3	2	56	43		-1	0	13

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR OCTOBER 2010

AIR TRAFFIC REPORT											
Revenue Passengers Only	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL	
	Oct-10	Sep-10	Oct-09	2010	2009		Oct-10 Sep-10	Oct-10 Oct-09	10 YTD 09 YTD	Oct-10	Oct-09
UNPLANNED PASSENGERS											
USAirways Express - Piedmont	5,757	4,909	4,593	44,773	43,048		17.3%	25.3%	4.0%	62.3%	57.5%
USAirways Express - PSA	0	0	0							0.0%	0.0%
ACA - United Express	0	0	0							0.0%	0.0%
ASA - Delta Connection	3,487	3,199	3,393	33,808	29,326		9.0%	2.8%	15.3%	37.7%	42.5%
Allegheny	0	0	0							0.0%	0.0%
Shuttle America	0	0	0							0.0%	0.0%
Air Midwest	0	0	0							0.0%	0.0%
Charter	0	0	0							0.0%	0.0%
Total	9,244	8,108	7,986	78,581	72,374		14.0%	15.8%	8.6%	100.0%	100.0%
UNPLANNED PASSENGERS											
USAirways Express - Piedmont	5,832	4,918	4,575	45,586	42,846		18.6%	27.5%	6.4%	64.2%	58.0%
USAirways Express - PSA	0	0	0							0.0%	0.0%
ACA - United Express	0	0	0							0.0%	0.0%
ASA - Delta Connection	3,247	2,943	3,314	32,254	28,397		10.3%	-2.0%	13.6%	35.8%	42.0%
Allegheny	0	0	0							0.0%	0.0%
Shuttle America	0	0	0							0.0%	0.0%
Air Midwest	0	0	0							0.0%	0.0%
Colgan Air	0	0	0							0.0%	0.0%
Charter	0	0	0							0.0%	0.0%
Total	9,079	7,861	7,889	77,840	71,243		15.5%	15.1%	9.3%	100.0%	100.0%
TOTAL PASSENGERS											
USAirways Express - Piedmont	11,589	9,827	9,168	90,359	85,894		17.9%	26.4%	5.2%	63.2%	57.8%
USAirways Express - PSA	-	-	-							0.0%	0.0%
ACA - United Express	-	-	-							0.0%	0.0%
ASA - Delta Connection	6,734	6,142	6,707	66,062	57,723		9.6%	0.4%	14.4%	36.8%	42.2%
Allegheny	-	-	-							0.0%	0.0%
Shuttle America	-	-	-							0.0%	0.0%
Air Midwest	-	-	-							0.0%	0.0%
Colgan Air	0	-	-							0.0%	0.0%
Charter	-	-	-							0.0%	0.0%
Total	18,323	15,969	15,875	156,421	143,617		14.7%	15.4%	8.9%	100.0%	100.0%
AIR TRAFFIC REPORT											
NON-REVENUE PASSENGERS ONLY											
NON-REVENUE PASSENGERS	MONTH			YEAR TO DATE TOTALS			PERCENTAGE CHANGES			PERCENT OF AIRPORT TOTAL	
	Oct-10	Sep-10	Oct-09	2010	2009		Oct-10 Sep-10	Oct-10 Oct-09	10 YTD 09 YTD	Oct-10	Oct-09
UNPLANNED NON-REVENUE PASSENGERS											
USAirways Express - Piedmont	202	159	123	1,476	1,232		27.0%	64.2%	19.8%	66.7%	56.4%
USAirways Express - PSA	0	0	0							0.0%	0.0%
ACA - United Express	0	0	0							0.0%	0.0%
ASA - Delta Connection	101	120	95	869	864		-15.8%	6.3%	0.6%	33.3%	43.6%
Allegheny	0	0	0							0.0%	0.0%
Shuttle America	0	0	0							0.0%	0.0%
Air Midwest	0	0	0							0.0%	0.0%
Total	303	279	218	2,345	2,096		8.6%	39.0%	11.9%	100.0%	100.0%

LYNCHBURG REGIONAL AIRPORT AIR TRAFFIC REPORT FOR OCTOBER 2010

IR TRAFFIC REPORT

NON-REVENUE PASSENGERS ONLY

	MONTH			YEAR TO DATE TOTALS		PERCENTAGE CHANGES				PERCENT OF AIRPORT TOTAL		
	Oct-10	Sep-10	Oct-09	2010	2009	Oct-10 Sep-10	Oct-10 Oct-09	10 YTD 09 YTD		Oct-10	Sep-10	Oct-09
DEPLAINED NON-REVENUE PASSENGERS												
USAirways Express - Piedmont	213	161	114	1,525	1,146	32.3%	86.8%	33.1%		67.2%	63.4%	55.3%
USAirways Express - PSA	0	0	0							0.0%	0.0%	0.0%
ACA - United Express	0	0	0							0.0%	0.0%	0.0%
ASA - Delta Connection	104	93	92	811	778	11.8%	13.0%	4.2%		32.8%	36.6%	44.7%
Allegheny	0	0	0							0.0%	0.0%	0.0%
Shuttle America	0	0	0							0.0%	0.0%	0.0%
Air Midwest	0	0	0							0.0%	0.0%	0.0%
Total	317	254	206	2,336	1,924	24.8%	53.9%	21.4%		100.0%	100.0%	100.0%
TOTAL NON-REVENUE PASSENGERS												
USAirways Express - Piedmont	415	320	237	3,001	2,378	29.7%	75.1%	26.2%		66.9%	60.0%	55.9%
USAirways Express - PSA	-	-	-							0.0%	0.0%	0.0%
ACA - United Express	-	-	-							0.0%	0.0%	0.0%
ASA - Delta Connection	205	213	187	1,680	1,642	-3.8%	9.6%	2.3%		33.1%	40.0%	44.1%
Allegheny	-	-	-							0.0%	0.0%	0.0%
Shuttle America	-	-	-							0.0%	0.0%	0.0%
Air Midwest	-	-	-							0.0%	0.0%	0.0%
Total	620	533	424	4,681	4,020	16.3%	46.2%	16.4%		100.0%	100.0%	100.0%



LYNCHBURG REGIONAL AIRPORT

TRAFFIC STATISTICS FOR OCTOBER 2010

OCTOBER	ASA				PIEDMONT				AIR MIDWEST				ALLEGHENY				SHUTTLE AMERICA				PSA				TOTALS			
Aircraft Type	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor				
CRJ76 SEAT7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Dornier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
DHC-8-200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
DHC-8-300	-	-	-	-	143	7,150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
DHC-8	-	-	-	-	6	222	-	-	-	0	0	-	-	-	-	-	-	-	-	-	-	6	222	-				
CR7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
CRJ50 SEAT7	78	3,900	-	-	-	-	-	-	-	0	0	-	-	0	0	-	-	-	-	-	-	78	3,900	-				
BEECH 1900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Total	78	3,900	3,487	89.4%	149	7,372	5,757	78.1%	-	0	0	-	#DIV/0!	0	0	0	0	#DIV/0!	-	0	0	227	11,272	9,244	82.0%			

Year-to-Date	ASA				PIEDMONT				AIR MIDWEST				ALLEGHENY				SHUTTLE AMERICA				PSA				TOTALS			
Aircraft Type	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor	Depart	Avail. Seats	Pass. Enplan.	Load Factor
EMB-120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Dornier	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DHC-8-200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DHC-8-300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DHC-8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CR7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CRJ50 SEAT7	803	40,150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BEECH 1900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	804	40,215	33,808	84.1%	1,312	63,624	44,773	70.4%	-	-	-	#DIV/0!	0	0	0	0	0	#DIV/0!	-	-	-	-	-	-	2,116	103,839	78,581	75.7%



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LYNCHBURG

REGIONAL AIRPORT

U.S. House of Representatives
Committee on Transportation and Infrastructure
Washington, DC 20515

James L. Oberstar
Chairman

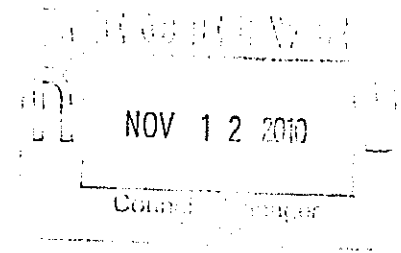
John L. Mica
Ranking Republican Member

November 5, 2010

David Heymsfeld, Chief of Staff
Ward W. McCarragher, Chief Counsel

James W. Coon II, Republican Chief of Staff

L. Kimball Payne III
Commission Member
Lynchburg Regional Airport Commission
350 Terminal Drive
Suite 100
Lynchburg VA 24502



Dear Mr. Payne:

I am writing you and other aviation authority members to request your consideration of converting your airport's current aviation security screening from Transportation Security Administration (TSA) screeners to a certified private screening program as provided under a provision which was included as part of the original transportation security law. Under this program, TSA continues to set standards, pay all costs, and conduct performance oversight.

As you may know, I was one of the authors of the Aviation and Transportation Security Act (ATSA) that created the TSA. When the TSA was established, it was never envisioned that it would become a huge, unwieldy bureaucracy which was soon to grow to 67,000 employees. As TSA has grown larger, more impersonal, and administratively top-heavy, I believe it is important that airports across the country consider utilizing the opt-out provision provided by law.

Since the law's implementation, we began the private screening program with five initial airports in each airport size category where screening was provided by certified private screening firms under federal supervision. Currently there are 17 airports that are operating in a similar fashion. In addition, several airports in the state of Montana and in other locations are seeking to utilize the opt-out provision. It is my intention to assist airports in converting to this screening program in order to reform and institute better, more efficient, and more effective screening operations. Hopefully you and other members of your airport authority will consider converting your security operations to this improved model.

Airports that are considering conversion usually express concern about three matters which I would like to address in turn. First, to the matter of cost, let me assure you that airport authorities will incur no additional expenses. The contract is with TSA and the TSA remains responsible for screening costs. Second, concerning airport involvement, there are several models of implementation, allowing airports different levels of involvement depending upon the local needs and interest. Under one model, the airport authority can be actively involved in providing the screening services. Lastly, concerning liability, the airport's legal exposure is well protected in law.

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November 5, 2010

Past studies have indicated that private screening operations' performance is equal to, or "statistically significantly better than" the all-federal operations. Furthermore, almost all of the positive innovations that have been adopted by the TSA in the screening process have emanated from private screening operations. You may be interested to know that private screening operations at the original pilot program airports: San Francisco International Airport, Kansas City International Airport, Greater Rochester International Airport, Jackson Hole Airport, and Tupelo Regional Airport, have and continue to operate with very high performance levels.

At the federal level, I will be making every effort to encourage the utilization of the Screening Partnership Program. It is both inappropriate and inefficient for the TSA to serve as the administrator, quality assurance regulator, operator and auditor of its own activities. Most comparable international airport systems operate with a public/private screening operation under government supervision and regulation. Better performance, customer service and more efficient operations can be achieved at reduced costs if this system is adopted and properly implemented both at your airport and across the country.

My Aviation Subcommittee staff would be pleased to assist you should you move forward with a decision to opt to have a certified private screening program at your airport. Please feel free to contact me, or the Aviation Subcommittee Staff Director Holly Woodruff Lyons and Professional Staff member Bailey Edwards at 202-226-3220, should you have any questions or concerns.

Sincerely,

A handwritten signature in black ink, consisting of several overlapping loops and a horizontal line extending to the right.

John L. Mica
Ranking Republican